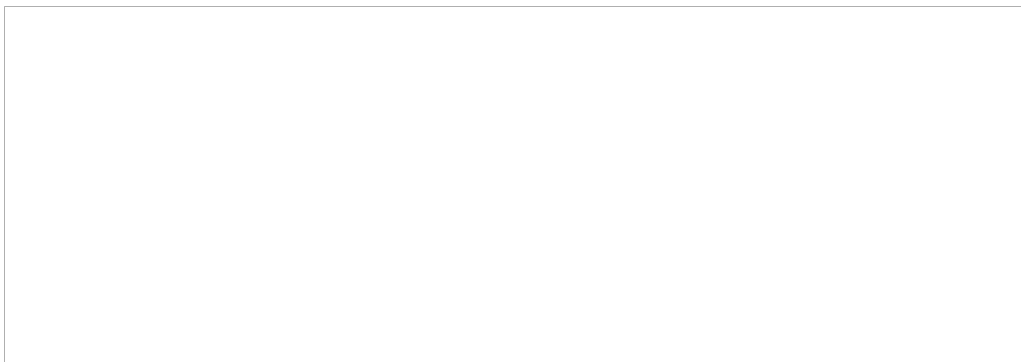


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YUGOSLAV NAVAL SHIPYARDS



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28 Nov. ~~1950~~ 1950

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**SHIP
YUGOSLAV NAVAL SHIPYARDS****1. The "Vicko Krstulovic" Shipyard at Split**

This shipyard was built before the war with French capital. The French limited its activity entirely to the repairing of ships in order to compel Yugoslavia to have her ships built in French shipyards. As a result of a change in policy, Yugoslavia was able to get permission from the French a little before the war to build two steamers and two warships in this shipyard. The construction of these ~~boats~~^{ships} showed the great aptitude of specialized workers and Yugoslav engineers for work of this kind.

The Tito regime has tried to develop this aptitude and to exploit it to the limit. It succeeded at first. The ship yard at Split, which was completely destroyed during the war, has been rapidly rebuilt. But the inadequacy of food, the scarcity of clothing and lodging, and political terror rapidly destroyed the enthusiasm of most of the workers. This shipyard today builds large ships and repairs even the largest vessels. Certain ones have been modernized to the point where they are no longer recognizable.

2. The "Treci Maj" and "Viktor Lenac" Shipyards at Rijeka

Four 4,000-ton motor ships and several smaller ones are being constructed in these shipyards and others are being repaired. The Zagreb, a motor ship of 4,000 tons, has been launched. ~~Twenty~~^{20,000} thousand workers, working in three shifts, are employed in these shipyards.

The chief engineer is Otokar Kohout, born at Kotor, 33 years of age, with a diploma from the Technical Institute of Zagreb. He is ^a young engineer who has earned his important position by his ability.

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3. The "Mali Losinj", "Trogir", "Korcula", and other shipyards principally build wooden motor boats, sailboats, fishing boats, and boats for sport.

4. The "Kraljevica" ^{ship}yard is under the direction of the Navy. Badly damaged during the war, it now operates at full capacity repairing warships and constructing combat patrol boats. About 7,000 workers are employed and work in three shifts.

5. The Belgrade and Golubac shipyards have little output. They employ 2,000-odd workers repairing boats scuttled during the war and building of new ones. More combat patrol boats are being built at Golubac.

ORGANIZATION OF YUGOSLAV MARITIME TRANSPORTATION

1. The Principal Ports

Split -- This port was already inadequate before the war for commerce and passenger traffic, which had increased greatly. That is why an important construction project for a new port, called the North Port, was set up. It is currently under construction, but the work is progressing slowly. The main reasons for this slowness are the inadequate food and the lack of clothing, shoes, and lodging, for most of the workers come from rural areas.

This new port will constitute a whole with the "Vicko Krstulovic" shipyard and assure unlimited possibilities for the shipyard's development. ² The construction of a freight station at Koprivica will assure a very good connection with the general railroad network and the large cement factories of Majdan and Sv. Kajo.

The government agencies determine the priority of transportation, so the shipments of certain establishments must await their turn for several months. Frequently their requests are rejected for insufficient completion of forms. Because of the crowded warehouses, only merchandise to be exported

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during the current month is accepted. Merchandise promised does not always arrive on time, and ships sometimes depart insufficiently loaded, while other merchandise waits its turn. At other times, the ship has to wait until promised merchandise arrives, the shipper then has to pay charges for having kept the boat waiting, and thus the production costs are increased considerably. The port warehouses are not adequate for current traffic needs, and they are not in good repair, so that merchandise is exposed to the inclement weather and to deterioration. Much merchandise remains outdoors for want of storage space.

The absence of initiative and the lack of ~~accounting~~ responsibility are often responsible for deteriorated merchandise being brought into warehouses while good merchandise is left outside. For the same reasons, other merchandise is not shipped to the interior in time and takes up useful space.

A system of work brigades has been established at the port of Rijeka in order to gain better output from manpower by control and discipline and to establish a collective mode of work. The brigades include all the workers and each one consists of 10 men. A "brigadier" is at the head of each brigade. He administers and controls the workers in his brigade. This system has increased discipline appreciably, but cases of individual insubordination and that of entire brigades are frequent.

Maritime trading is still handled at the old port, which has only one modern warehouse, adequate for only four transoceanic liners.

Zadar -- This port will be important only when the city is linked to the interior by a railroad. In the meantime, the port handles only a small tonnage in spite of its good location.

Rijeka - Susak - Bakar -- The installations at the port of Rijeka were completely destroyed during the war, but 70 percent of them have been reconstructed. The port of Rijeka now forms an organic whole with the ports of Susak and Bakar.

Although 90 percent of the port of Susak was destroyed during the war, a large part of it has been rebuilt.

The port of Bakar was not much damaged, so could be enlarged after the war.

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According to the Five-Year Plan, the capacity of these ports is to be

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increased by 700,000 tons as compared with the prewar capacity, and this is to be raised to a total of 3 million tons by the end of the plan (1951).

The development of the port of Rijeka is primarily due to its being taken over by Yugoslavia and to its terrain. There are 23 cranes at this port; two have a capacity of 3 to 5 tons, the others of 1½ tons. There are also 3 floating cranes with a capacity of 60, 40, and 20 tons, respectively.

The port of Rijeka-Susak can receive 19 transoceanic liners at one time. It still lacks technical installations, such as floating cranes of large capacity, dredges, etc. This type of material is now constructed for the most part by local industry, while it came exclusively from abroad before the war.

Transshipment of merchandise -- All the ports suffer from an excess of red tape. Transportation on the Adriatic Sea is handled by the Adriatic Maritime Agency at Rijka; transportation abroad ^{is handled} by the Yugoslav Maritime Agency at Belgrade. Each establishment is obliged to declare merchandise for export by sea a month in advance.

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